said stator slots, said stator core disposed around said rotor, said stator core having first and second stator ends;

a first oil spray nozzle retainer disposed proximate said first stator end and a second oil spray nozzle retainer disposed proximate said second stator end, each said first and second oil spray nozzle retainers having a plurality of nozzles disposed therein, said nozzles in flow communication with a supply of cooling oil for spraying cooling oil onto said first and second stator end; and

C1 cont.

wherein said rotor core includes a plurality of rotor slots having a cast conducting metal disposed therein, said rotor further having a rotor slot electrical insulating coating that is thermally resistant to the passage of heat, deposited onto a rotor slot surface of each said rotor slot, said electrical insulating coating being disposed between said cast conducting metal and said rotor slot surface prior to said cast conducting metal being disposed in each said rotor slot during a die casting process to protect the laminations of said rotor core from the adverse heating effects of said die casting process.

Claim ~~26~~ 10 n (Amended)

An electric motor for a vehicle, comprising:

C2

a motor casing having first and second casing ends;

a rotor having a laminated rotor core including a plurality of laminations and intervening insulation and a rotor shaft extending

through said rotor core, said rotor shaft rotatably supported by said motor casing;

a laminated stator core including a plurality of laminations and intervening insulation having a plurality of stator slots formed therein and a plurality of windings disposed in said stator slots, said stator core being disposed around said rotor; and

wherein said rotor core includes a set of rotor slots having a cast conducting metal disposed therein by a die casting process and having a rotor slot electrical insulating coating which is thermally resistant to the passage of heat, deposited on a surface of said rotor slots prior to said die casting process to protect the laminations and insulation from the adverse heating effects of the die casting process including the relatively high temperature necessary to maintain the cast conducting metal in a molten state during said die casting process as well as the effects of oxidation and over heating of said rotor core which results in damage to the intervening insulation.

cont.

Remarks

Claims 1, 10, 11, 13, 14, and 22-43 are pending.

Claims 1 and 26 are independent claims from which the remaining claims depend either directly or through intervening claims.